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CHARLES S. CRANE, Manager.

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There is citizen labor enough in these Islands to do every dollar's worth of unskilled work required on the naval establishment. Native and Portuguese citizens are poor and need the employment; and it is impossible to conceive the spirit which prompts the local suggestion to seek unskilled labor among the unemployed of any other locality. Charity begins at home.

LOCAL VS. OUTSIDE LABOR.

If there is unattached citizen labor enough in the Territory to fill the Federal contracts at Honolulu, we hope it will be employed. The men on the ground should have the first chance; THOSE AT A DISTANCE SHOULD BE DRAWN UPON ONLY WHEN THE SUPPLY IS LACKING HERE. That is a simple matter of neighborly fair play; for a community that will not look out for its own is "worse than the infidel."—Advertiser.

People who can read and understand the English language cannot find in the above, or in any following passage of the editorial of which it was the introductory paragraph, the slightest hint of a desire on the part of this paper to substitute Asiatic for white labor. What this paper stands for is preference in public contracts to the unattached citizen labor of Hawaii, and this is apparently opposed by the two evening papers and by a few merchants. We wish them joy of their opposition to it; it will do them no good to have it said that they want to thrust our own unattached citizen laborers aside to make room for strangers.

The Advertiser recognizes in the above paragraph the fact that some labor must be imported; but remembering, as it does, the trouble caused by the previous San Francisco recruitage, it is in no mood to be pleased at the prospect of having local labor either submerged by it or infected by it with ultra labor-union doctrines. Not long ago an agent of the Federation of Labor was out among the Japanese of the plantations trying to organize them into a strike union. He represented one wing of the San Francisco labor army. The other wing questioned his mission, as it was opposed to all Asiatics. Which wing would, in the event of a large San Francisco labor influx, get the upper hand here?—and what would become of the domestic and economic peace of this community in either event?

Local labor first, all the unattached citizen labor that can be had! After that, the importations. It is a principle this paper has steadily stood for ever since the attempt of the Lord & Belser crowd to boycott the merchants; and it is a principle we shall not abandon at the request of people who do not know what we are talking about or who purposely misquote us. We repeat what we said yesterday: "Honolulu wants no anti-Chinese, anti-Japanese politics; it wants no strike infections spread; it wants no more graft in public affairs than it has in hand. And the city feels no admiration whatever for the California type of white labor as a class, however satisfactory some individual elements in it may be."

We might add that this lack of admiration is fully shared by the rebuilders of San Francisco, who have had all the $8 per day bricklayers and $9 per day plumbers forced upon them by union rules that they crave.

ROAD BUILDING.

The most significant tendency of government in these Islands is the activity displayed in road building. Everywhere throughout the group, though not everywhere with either the same sincerity or intelligence, this road building is the tendency. The past two or three years has shown greater progress on every Island in this direction than any preceding decade did.

There was lately published a gratulatory account from the Garden Island of the work that has been done on Kauai, and that is being done. Old roads are being straightened, their grades corrected, proper drainage given, and macadamized. Probably Kauai has gone at its road building more intelligently and economically—not necessarily more cheaply—than any of the other counties. The creation ultimately of a rational road system that shall fully meet the needs of the Island has been the basic consideration. Some of the districts having equal claims have had to yield precedence in point of time, and this has been done. For a sufficient time for something worth while to be accomplished, all the money available for road building has been spent on one side of the Island. When something had been accomplished there, another side of the Island had its turn. But in both instances the work was done with consideration for ultimate results. So that while the road built is of the greatest usefulness locally, it is also an integral part of a more comprehensive system.

On this Island, though particular influences and particular localities have caused much deviation from the general purpose, the general purpose is well considered and is kept definitely in view with results that five years ago would not have been dreamed possible.

On Hawaii, though the road-building instinct seems to have been active enough, it does not seem at this distance to have been as wisely directed as elsewhere. But at the same time much has been accomplished.

Maui has felt the same impulse. Here the urban influence has been strong, and Wailuku, which two or three years ago was without either streets or sidewalks, now has them both, and in a degree not to have been validly expected only a short time ago.

This road building is one of the great factors in development, and what has been done is a splendid basis for efforts making, and that ought to be made, to bring here the American farmer and all that that means, both economically, socially, and politically.

THE PRIMROSE PATH.

Tommy Burns, the heavyweight boxing champion of the world, seems to have profited by the experience of many other men of his calling. Writing to a friend from Dublin, he says:

"Those wine dinners never go for mine, as I'm only in this business once. They won't say, 'He was a good fellow when he had it,' about me, and then kick me out on the sidewalk, like they used to kick poor George Dixon."

Tommy has got the situation explained. This thing of being a good fellow is what has sent an army of promising men to a pauper's grave. While you're winning, you're a good fellow; when you're down and out, the old crowd which never refused to enjoy your good-fellowship have less than no use for you.

Fighting of any kind is a business, and to succeed in the game business must be strictly attended to. A year's pleasant wandering along the primrose path will kill the best of them—and they never come back.

Burns' words may well be taken to heart by every professional athlete who has won to the limelight.

If he lives up to his present program, the saloons will never decorate their interiors at the expense of the heavyweight boxer, and he'll have his when many of the present generation of pugilists are asking the Salvation Army for their meals.

Tommy Burns, living up to his present convictions, won't be seen hanging round fighting clubs ten years hence, hoping somebody'll throw him a bone and let him take a licking in a semi-windup.

Concluding, Burns pens these words of wisdom:

"Barring accidents, I'll be as healthy and clear-headed in twenty years as I am now, because I've seen what happened to fools, and I don't want any of it in mine. If a fighter doesn't take care of himself, nobody else will."

All of which is as good as gospel!

Politics in the road department was all right for Johnson, but is all wrong for Cummins—that is, according to the way the Advertiser looks at things.—Star.

That is a cheap remark. The Advertiser opposed Colonel Johnson when he ran the road department as a political machine, and on the day after the last election urged his dismissal. The Colonel then pledged himself, if reappointed, to keep the department out of politics, and he kept his word and got, in return, the Advertiser's hearty support. Also the public's. Mr. Cummins may or may not profit by these circumstances.

THE STAR CHAMBER TO BLAME.

The interview with Senator Chillingworth on the trend of public opinion in regard to the local reform movement, deals especially with the work of the License Board. The Advertiser thinks that the results reached by this Board have been generally beneficial, but it agrees with Senator Chillingworth that they have, at the same time, created a feeling in the town which may lead the Legislature to divest the Commission of its powers and turn them over to the Supervisors—a recourse which would go far to put the saloon in charge of the political situation in both parties, with all which that implies.

How is it that, when the work of the Board has been generally good, public feeling should have grown hostile? We attribute it mostly to the executive session or star-chamber method of procedure where a man's property or business interests are at stake. If there is one thing the civilized mind abhors, it is a judgment upon men or measures by a secret tribunal. Under the common law every man accused of anything punishable has the right to know what the charges are against him, and the right to be heard in his own defence and to face and question the witnesses opposed to him. In courts these rights are not questioned, but in administrative departments or bureaus of the government they are not infrequently ignored, often to the defeat of justice. Choose our License Board as an example. It takes up the vital question of whether a man may keep on running a saloon or restaurant where liquor is sold—that is to say, keep on earning his livelihood in the way he has chosen; and going into secret session it considers charges of which the man knows nothing, hears arguments which he has no chance to combat, and, as in the case of "Scotty" Meston, suddenly throws him out of a business in which he has invested his all. We are not here to defend that business; we should like to see the liquor traffic voted out of Hawaii; but as the liquor trade is still recognized in law, it should have fair play before the law. No single vested interest, which the State recognizes and charters should ever be subjected to secret and ex-parte methods of regulation, least of all to such methods of extirpation. It should have justice—an open hearing, before an open and fair-minded tribunal. In Mr. Meston's case, it may have been right and in the public interest to take away his license; but it was not right to do it as the result of a star-chamber council, and it was unrighteous not to let the defendant or any one else know why it was done. Such procedure is opposed to principles for which the Anglo-Saxon race has fought for hundreds of years; it is opposed to principles which lie near the heart of free institutions; it is opposed to the instinct of fairness between man and man, which every normal mind either possesses or appreciates.

And what is bound to come of it? Senator Chillingworth says it is making the pendulum of reform swing backward, and we believe him. Some other things that have occurred in this community are having the same effect. Unless the star chamber dissolves and liquor-license hearings and deliberations are as open and free as are hearings of any kind in the Legislature, we shall have no hope for the continuance of the License Board, and shall expect to see the prophecy of Senator Chillingworth fulfilled as to the testamentary direction of its powers.

HOW TO GET A LARGE GARRISON.

Judging from the approval given by Congressman Hepburn and by a large number of army officers to the idea of having an acclimatization camp established here, it is by pushing that idea, as we believe, rather than the one of a domestic military police, that the most can be achieved at Washington toward the increase of our regular garrison. For domestic military purposes we must depend, in the main, on the National Guard, and these citizen troops, we are told, will have to be trained to assist in the defences. Speaking with authority, Major Haan of the General Staff says we may not expect a large regular force, owing to the rival needs of other fortified points; but this objection, which might be fatal in the case of a mere ambitious demand for a larger post, would not affect the acclimatization proposal, which, in its final analysis, would mean the cantonment of even more troops on Oahu than we are asking for.

The points are these: The United States has sent part of its army into the Pacific tropics, the Philippines and Panama; and it is the custom to suddenly transfer men and horses from the northern posts of the mainland to service there. Naturally, it takes a good while for the troops and their animals to accustom themselves to the change, and meanwhile they are not quite fit, and many are put on the sick list. Would it not be wiser, therefore, to keep a mixed force of infantry, cavalry and artillery here, on the edge of the tropics, so that transfers to points nearer the equator may be made from them rather than from garrisons in the north? We should have troops coming and going much of the time, but a certain number would be continually here, answering the purposes of local defence.

This proposition, when made by the Advertiser a few years ago, got the assent of the officers of the post here, and it has been discussed by any number of army men since, without, so far as we know, meeting the slightest opposition. Congressman Hepburn, who may be the next Speaker of the House, was enthusiastic for it; and all it needs now to give it footing is formal reference to the President or Secretary of War.

SCIENTISTS AND HAWAII.

The American Association for the Advancement of Science, which may meet here in 1910, is made of distinguished men who:

1—Write books and magazine articles which have the attention of the world's scholars;

2—Lecture on popular as well as abstruse subjects;

3—Instruct and influence young men in the schools and colleges.

It will be a good thing for Hawaii to have these gentlemen know it; a good thing for the visitors themselves. In ethnology, climatology, ichthyology, seismology, the study of ocean currents and the ocean bottom, in botany, geology and in certain phases of medical science, these Islands offer an opportunity to scientific men of which they may be aware but to which they are not particularly alive. It is not improbable that, if the association is attracted here, the result will be to make Honolulu a center of scientific activity, perhaps along the lines of Mr. Bryan's concrete proposals, to the great advantage of progress in the realm of knowledge.

We understand that the association is willing to hold its next meeting here if sure of a welcome. There ought not to be any doubt permitted to it on that score.

THE FUTURE OF ROOSEVELT.

Here is a prediction: If Taft is elected and re-elected, the energies of the administration, eight years hence, will be bent upon the nomination of Roosevelt.

Here is another: If Bryan beats Taft, the nomination of Roosevelt, four years hence, will be a foregone conclusion.

Whatever happens, Roosevelt, if he lives, will cut a large figure in the national politics of the future. It is impossible to conceive him gowned like a cloistered monk in the presidency of any college. There is nothing in him to remind one of the mediaeval emperor who retired to a monastery. In the prime of his life and the flush of his powers he will keep on seeking great public tasks.

The death of General Stephen D. Lee leaves Colonel John S. Mosby almost the only living Confederate officer of national distinction. Colonel Mosby is now employed in the Attorney-General's department at Washington. During C. P. Huntington's lifetime he had a similar billet in the Southern Pacific law department at San Francisco, Mr. Huntington having promised General Grant to look after the Confederate officer, for whom Grant had a strong admiration. Although never commanding more than five hundred men at a time, Colonel Mosby, by his constant cavalry raids in the border country, neutralized the services of 40,000 Union troops by compelling them to guard exposed lines of communication. But for that they would have been free to operate against the Confederate Army of Northern Virginia. No other Confederate colonel had such a chance or was able to win such national fame.

It shows how little the State of Nevada is known even to its own people that, only now, a mountain has been found that is higher than Shasta, and that there are expectations of discovering another one just as high. Despite the fact that Nevada has been in the Union since Civil War days, its record of exploration is quite cursory. The State, though over twice the size of Pennsylvania, had, by the last census, a population no larger than the present one of Honolulu, counting in Indians and Chinese. Naturally, there are not enough people to go with all the scenery, and some high spots, especially in the Ralston desert, may fairly complain of neglect.

Though this journal has for years opposed the spending of local money on exhibits at big mainland fairs, it believes an exception should be made in favor of the Alaska-Yukon Exposition at Seattle. Congress will supply us with $25,000 as a nucleus fund and attend to the housing of an exhibit. As some more money will be needed, the Legislature may wisely provide it, as Hawaii needs Seattle trade and would be benefited as respects desirable mainland population by showing its agricultural possibilities at the big fair.

San Francisco need not worry about the peril of a future war with Japan, a phase of discomfort of which Mr. Haskin says she is still possessed. Whatever happens, San Francisco will be safe, for so long as Hawaii stands impregnable no foe from the other side of the Pacific will bother the coast south of Alaska. If a war should ever ensue over the Philippines—which it won't if the United States has the sense to get out when the Filipinos are ready for self-government—Japan would naturally keep the sphere of hostilities there so as to have the advantages of a near-by base and force the United States to do the long-range fighting.

Henry Watterson has been one of the bitterest of anti-Bryan men in the South. In 1896 he supported the ticket of the Gold Democracy, and in 1900 was still openly rebellious. Four years ago he helped nominate Alton B. Parker. The change that has come over him seems due to the growing conservatism of Bryan as compared with the growing radicalism of the dominant Republican leaders. Among the New York old-school Democratic editors, however, are no signs of change, Mr. Pulitzer, especially, having burned the bridges between him and the Bryan camp. Nor is Mr. Ochs of the Times in any better position to return.

The Bulletin, which mis-stated the testimony in the Lee Let case from the first, now quotes to criticize yesterday's labor editorial in this paper, leaving off the first or keynote paragraph, which would have spoiled the point it was trying to make. It is persistent dishonesty of this sort with its readers which accounts for the utter lack of influence of the Bulletin upon public opinion here. It cannot tell the truth about any matter that enlists its prejudices, and even if it tried to it would probably fail from lack of practice. There is small wonder that such a sheet has to buy its readers with lottery prizes.

As Uncle Sam owns a strip right across the Republic of Panama, one kind of a revolution ought to be easy there. The part south of the strip could withdraw from the part north of it, or vice versa, and the other side couldn't do a thing without going to sea and landing on the enemy's shore. As neither side has any ships, the marine invasion would be difficult. In a general internecine war the fighters would continually bump up against the canal zone and get into trouble with Uncle. Under these circumstances it looks as if Panama's war eagle was sitting on china eggs.

The arrangements making to welcome Secretary Garfield, the distinguished son of one of our martyr-Presidents, are dignified and in no sense extravagant. The Secretary will have an agreeable time, and will have a chance to see what is worth seeing in the Territory, and to learn what is worth knowing about economic and administrative conditions.

The acquittal of Lee Let will strike the town as a miscarriage of justice; but as such a result is not uncommon in semi-political cases, there will be no surprise.

When a State has a battleship named after her, she ought to raise enough recruits to man it. That would suit the navy better than punchbowls.

Isn't it pretty nearly time for Major Haan's company of engineer map-makers to report for duty?

SAN FRANCISCO THINKS THERE IS MORE IN CANAL FOR HER THAN HAWAII

The Chronicle—In a recent address to the National Geographical Society, O. P. Austin shows how for more than 4000 years the nations of the West have struggled for the control of the commerce of the East. This rich commercial prize has grown by advancement of civilization, expansion of the wants of man, and the better and cheaper methods of transportation until it now reaches the sum of nearly three thousand millions annually. But great as has been the commercial development of the East, it is, when the population is considered, insignificant compared with that of Western nations. Mr. Austin shows that the Orient, having more than one-half of the world's population, and more than one-third of its land area, has but one-eighth of the world's commerce.

The reason for this disparity of growth may be found in the development by Western nations of the steamship, the railroad, and the telegraph, while the East has been handicapped by lack of means of transportation and communication.

The most rapid development may be found in Japan, which, in 1874, had no railways and a foreign trade, according to Mr. Austin, of $42,651,000; but in 1904, thirty years later, had 4500 miles of railway in operation, and a foreign trade of $243,600,000, an increase of nearly 500 per cent. The vast empire of China, with its teeming millions, had, in 1904, but 2000 miles of railway and $356,139,000 of foreign commerce. What will be the development of this trade when the thousands of miles of railway now authorized or definitely proposed are in operation, and wherein will San Francisco have any peculiar advantage over the other cities of the world?

Mr. Parsons says in his Century article: "Some years ago, when Hawaii was annexed to the United States, the advocates of annexation produced maps showing that straight lines drawn from San Francisco, or from Panama to Japan, China, India, and Australia would intersect at or near the Hawaiian Islands, and that the bay of Honolulu would become, therefore, the 'Key to the Pacific.' This is true only when an ordinary map, which is but a flat projection of a curved surface, is used. When the question of transpacific routes is studied on a globe, a totally different state of affairs is found to exist, and we find that Hawaii lies near only a single trade route, namely, that from San Francisco to Australia. The shortest distance between any two points on a sphere is by a 'great circle,' that is, a line cut on the surface of the sphere by a plane passing through the two points in question and the center of the sphere itself. The great circle connecting Panama with Japan and China or any point on the eastern Asiatic coast passes through the Caribbean Sea, the Gulf of Mexico, Galveston, Denver, strikes the Pacific Coast of the United States north of Seattle, and skirts the Aleutian Islands. The navigator will keep his ship as close to the above route between the Isthmus and any port in the Far East as land permits. That is, after passing through the canal, he will first go south, then northwest along the coast of Central America and Mexico, and, after clearing Cape St. Lucas, the southern end of Lower California, he will take the great circle from there to Asia, and this great circle will carry him about 1700 miles to the east of Hawaii and only 300 miles west of San Francisco. As the ordinary tramp freight steamer can not, or will not wish to, carry enough coal to take her from the Isthmus to Asia, she will have to stop at the most convenient intermediate point for coal and supplies. This point will be San Francisco, distant 3277 miles from Panama and 4536 miles from Yokohama; and in order to make such call she will be lengthening her passage only 110 miles, or less than half a day in time over the shortest possible course in a total distance of 7313 miles. The extraordinary result—one apparently not generally understood by the American public—is that San Francisco will become the 'key' and gateway of the Pacific, where all vessels going to the Far East, not only from the Atlantic seaboard, but from Europe as well, will stop for coal and supplies. * * * At no place will the existence of the canal be more in evidence than at San Francisco, where a continuous procession of east and westbound steamers will be stopping daily. These steamers will make San Francisco a great competitive point for through freight shipments."

Thus the great engineer. Passengers going from San Francisco to Yokohama before the acquisition of Hawaii, found that instead of sailing for Yokohama by the rhumb-line—that is, always on on course—the ships took a course to the northwest and sailed up to forty-eight degrees, making what is known as the great circle, thereby cutting 246 miles from the distance between the two ports.

The United States Hydrographic Office publishes a gnomonic chart of the Pacific Ocean, a curious and interesting affair whereon the land areas are strangely distorted. This gnomonic chart is based upon a system of projection, the plane of which is tangent to the earth's surface at a point on the equator in longitude 155 degrees west of Greenwich, and the eye of the spectator is supposed to be situated at the center of the earth, whence, being at once in the plane of every great circle, it will see these circles projected as straight lines. A straight line drawn between any two points or places on the chart represents an arc of the great circle passing through them, and is, therefore, the shortest possible track between them, showing also all the geographical localities through which the most direct route passes.

Mr. Parsons says in conclusion that the "canal will bring the grain fields of the northwestern Pacific States 6000 miles nearer Liverpool, and it will bring the iron and coal of the Gulf States shipped from New Orleans and Pensacola 6500 miles nearer San Francisco; giving to the former a new great market not now open and to the latter a cheap supply of the raw materials of manufacturing."

In writing of the advantages that will accrue to San Francisco in the way of manufactures, Mr. Parsons did not enter into the matter of oil production in California. California is the largest oil-producing State in the Union, and the product is far in excess of consumption. But the use of oil as fuel is in its infancy. The statistics of the Agricultural Department give the use of petroleum as but 3 per cent. of the total amount of fuel used. Its use for this purpose is being rapidly extended, and its excellence and cheapness make it most desirable for all manufacturing plants, locomotives, steamships, etc. The Orient is a large importer of cotton and cotton goods, mineral oils, manufactures of iron and steel, flour and meats. The import of cotton goods alone amounts to $250,000,000 per year. There is no reason why San Francisco, with its location and its cheap fuel, should not become a great manufacturing center.